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INTELLOFAX 14

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CLASSIFICATION SECRET

COUNTRY Germany (Soviet Zone)

TOPIC Cottbus Airfield

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EVALUATION see below

DATE OF CONTENT 23 March to 15 April 1952

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DATE PREPARED 1 May 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. At 3 p.m. on 24 March 1952, Cottbus airfield was occupied by 18 Pe-2s, two jet bombers and two transports. At 11 a.m. on 23 March, two twin-engine transports took off, one heading in the direction of Guben, the other toward Frankfurt/Oder. The same day a formation of nine jet bombers flew over the field at an altitude of 2,000 meters. On 29 March, 20 Pe-2s and two twin-engine aircraft were parked in front of the hangars. Flying activity between 10:46 and 11:17 a.m. included the take-off of a jet bomber at 10:46 a.m., the landings of jet bombers at 10:51, 10:53 and 10:55 a.m.; the take-off and landing of a jet bomber at 11 and 11:06 a.m. respectively; and another take-off and landing of a jet bomber at 11:10 and 11:17 respectively. During flying activity, a truck with a meteorological balloon was parked at the southwestern end of the runway. Because of a heavy ground fog, there was no flying between 10:30 and 11:15 a.m. on 31 March. On 2 April, 14 Pe-2s were parked in front of the hangars between 2:25 and 2:40 p.m. A jet bomber took off at 2:37 p.m.

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3. On 24, 25 and 28 March and on 3, 5, 7, and 9 April, there was flying by two or three jet bombers and by B-25s. Between 3 and 5:30 p.m. on 4 April, firing with machine guns was practiced at a sleeve target towed by a biplane.

4. A fuel depot was located 300 meters northwest of the last building on the road to Burg. Many above ground pipelines led to the tapping points. Fuel was tanked in drums and fuel trucks. There was no railroad connection available. * A road was under construction 200 meters north of the fuel dump, 100 meters northwest of the custom house. * The subgrade of the road which branched off from the road to Burg in the direction of Zasov was completed. There were signs indicating a restricted area near three large new wooden buildings, 400 meters north of the construction site.

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6. Between 7:30 and 9:30 a.m. on 15 April, there was local flying by jet bombers. After 9:55 a.m., fuel trucks with trailers and trucks loaded with drums approached the field. At 10:02 a.m., a formation of seven jet bombers approached the field from the west. The formation broke up at an altitude of 500 meters and landed. Another formation of seven jet bombers and three biplanes landed at 10:10 a.m. Aircraft observed at the field at 11:20 a.m. included 24 jet bombers, 3 B-2s, 4 Po-2s and an undetermined number of Po-2s. Between 3:15 and 3:40 p.m., the aircraft which had arrived in the morning took off in units of three at intervals of 10 seconds between individual take-offs. They headed east.

At 5:25 p.m. a truck convoy hauling bombs was observed driving in the direction of the field.

7.

[REDACTED]

* [REDACTED] Comment. For a pinpoint location of fuel dump, see map GSGS 1414, sheet 4251, point 66.8 just east of the road to Burg. There is another fuel dump located south of the airfield.

** [REDACTED] Comment. The custom station is entered on map GSGS 1414, sheet 4251 as "CHS".

*** [REDACTED] Comment. This report confirms that the airfield at Cottbus is still occupied by one bomber regiment equipped with Po-2s. At the present time this regiment is being trained for jet bombers. There are three jet aircraft available at the field. The 21 jet bombers which had landed on 15 April belonged to the bomber regiment stationed at Brand. The jet bombers took off, probably for bombing practice at Lieberose bombing range located north of Cottbus. It is of interest to note that the bomber unit brought its own fuel trucks. This procedure was also observed when the bomber regiments from Wernauchen landed at Brand airfield on 28 March.

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